



State Representative **Mark Miloscia**



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Committees:

- State Government - *Vice Chair*
- Children & Family Services
- Financial Institutions & Insurance
- Joint Legislative Audit & Review Committee (JLARC)
- Legislative Evaluation & Accountability Program Committee (LEAP)

Dear Neighbors:

After last year's earthquake, fires, recession, Boeing announcement and the events of September 11, this should have been an easy year in Olympia, right?

Well, as the commercial goes, "Not Exactly."

Last year's natural and man-made disasters combined to create a \$1.5 billion deficit in the state budget. It took a lot of late nights and a lot of negotiating, but we eventually addressed the budget deficit without raising new taxes and without making severe cuts to programs that serve the most vulnerable members of society. Once we were done with that, we turned our attention to transportation.

Developing a transportation plan, and sending it to a public vote in November, was long overdue. I voted for the plan because driving up and down I-5 and on SR 509, SR 167 and SR 161 in particular will be far less stressful and much safer once these projects are completed.

Three other issues that I want to highlight for you in this newsletter – my last of the year – are:

- **Performance Audits** – After several years of trying, state agencies will now be graded on how well they serve Washington State taxpayers
- **DNA Offender Database** – By Increasing the number of criminals who have to submit a sample for the DNA database, we will close cases that have remained unsolved for years
- **Employment Opportunities for People with Disabilities** – Where possible, state agencies should purchase goods and services produced by people who are disabled. (This bill passed the House, but did not pass the Senate)

Although the legislative session is over, and I have returned to work as a substitute teacher in the Federal Way schools, my office in Olympia will remain open and I will still be checking my email.

If you need additional information about the 2002 Legislative Session, or have questions about state government in general, please free to call me at (360) 786-7898 or send me an email at miloscia_ma@leg.wa.gov

Sincerely,

Mark Miloscia

A Report to the 30th District

State Representative **Mark Miloscia**

Reducing Congestion, Improving Safety on Our Roads

"More than any single action by the government since the end of the war, this one would change the face of America. ...Its impact on the American economy - the jobs it would produce in manufacturing and construction, the rural areas it would open up - was beyond calculation."

—Former President Dwight D. Eisenhower writing about the creation of the interstate highway system in his memoirs (1963).

In March, on the last day of the session, we finally passed a historic 10-year, \$7.7 billion transportation plan to improve **road safety and relieve traffic congestion** in King County, Pierce County and across the state. The impact will be tremendous. To echo President Eisenhower's words above, it may even change the face of Washington State.

The plan includes a 9 cent increase in the gas tax - **introduced over a two-year period and expected to cost approximately \$4.50 a month for the average driver** - and other fees, generating a \$7.7 billion investment in our state's transportation system. \$5.5 billion will be spent on congestion relief and road safety on state highways and \$1.8 billion for transportation choices including buses, rail, and passenger-only ferries. An additional \$330 million is dedicated for local transportation projects in cities, suburbs and rural communities.

In addition to easing congestion on I-5, the plan calls for significant improvements to **SR 509, SR 167, SR 161 and the 272nd Street interchange**. This ten-year transportation plan will help people get to work on time, get home safely and help businesses get their goods to market in a timely manner. Most importantly, it will keep our economy moving.

I voted for the plan because I didn't want to risk jeopardizing the economic viability of our region and the state for the near future. That is why I voted for the plan in March and why I will vote for it again this November.

Local Projects in the 10-year Transportation Plan

Completing the 509 Corridor (Federal Way to Sea Tac)	\$500 Million
Additional lanes on SR 161 from Puyallup to Fife	\$45 Million
HOV Lanes from Pierce County Line to Tukwila on I-5	\$69 Million
I-5 / SR 18 / SR 161 Triangle	\$3 Million



Grading The Agencies: Holding Government More Accountable

"Good intentions and good beginnings are not the measure of success. What matters in the end is completion: performance and results. Not just making promises, but making good on promises."

—Office of Management and Budget Report to Congress (2002)

What grade would you give the Department of Social and Health Services? What about the Department of Transportation? Corrections?

After several years of trying, the State Auditor and the Governor's Office of Financial Management will have the opportunity to grade state government—conducting performance audits on all major state agencies, focusing on buildings and highway construction, benefit programs, and outside contracts.

Twenty-five percent, or close to \$12 billion dollars of the state budget, will now be subject to a rigorous review. Each agency will get graded on how efficiently and effectively they are being managed. Grading each agency will not just motivate agencies to improve, but help regain the people's trust.

This proposal (one of my highest priorities in the legislature) was included as an amendment in the final negotiations over the state budget with the support of the Governor, the State Auditor, and the leadership of the House and the Senate.

Construction projects under General Administration, Higher Education and the Department of Transportation as well as benefit programs administered by the Departments of Community, Trade and Economic Development, the Health Care Authority, Social and Health Services, and Labor and Industries will be subject to these performance audits. Outside contracts will also be subject to these reviews.

It's time we make our state agencies more efficient and hold them more accountable to our state's taxpayers.

A Report to the 30th District



New Hope for Unsolved Crimes

"DNA has solved another cold case, according to prosecutors who have charged a Seattle man with rape, robbery and burglary for a violent attack on a Federal Way woman in 1996... Police and prosecutors say that system is a valuable tool in solving crimes, especially those where the evidence never led to a suspect."

—South County Journal (March 15th, 2002)

Federal Way has another crime that seems like it can't be solved – the case of Sara Yarborough. If her killer – who was never found – has since been convicted for any felony, stalking, harassment or has communicated with a minor for immoral purposes, his DNA will be added to a state DNA database and will be matched against evidence in the case.

The DNA Offender Database (HB 2368) will expand the number of felons who have to provide DNA samples from 3,000 a year to 27,000 a year.

This bill will also generate a savings from requiring a biological swab rather than a blood test for collecting the DNA sample and from speeding up investigations at the local level. The DNA database does four things: 1) it solves crimes; 2) it prevents crimes; 3) it exonerates the innocent; and 4) it saves time and money in investigations.

The DNA data cannot be used for any purpose other than criminal investigation or improving the operation of the system.

There are 36 other states with DNA databases like Washington's, and there are 14 states with all felon databases like this bill creates for Washington.

I have been fighting to get this bill passed, to give us a chance to find Sara's killer — and others who haven't yet been found — ever since I was first elected to the legislature. If he's in the system now, or gets convicted in the future, we'll find him.

Increasing Employment Opportunities for Those in Need

"Society's accumulated myths and fears about disability and disease are as handicapping as are the physical limitations that flow from actual impairment."

—Justice William Brennan, United States Supreme Court (1987)

People with disabilities traditionally have a higher unemployment rate than the rest of society. Where possible, state agencies should purchase products and services produced by persons with disabilities who are employed by certified community rehabilitation programs, provided that the services and products are of standard price and quality, and are on a list of certified products and services.

More than 30 other states have effective legislation that uses the state's current spending to create jobs for people with disabilities. In fact, Oregon actually saved money pursuing a similar policy.

The Employment Opportunities for People with Disabilities (HB 1640) would have given people with disabilities here in Washington a way to secure meaningful work from the state. It would not have forced the state to only give these contracts out to community rehabilitation programs that employ people with disabilities and it would not have taken jobs away from non-disabled employees.

Although the House of Representatives passed this bill unanimously, it did not fare as well in the Senate. I promise to try again next year. **It's rare when good social policy and sound fiscal policy go hand in hand.**



Arthur Locke and Julie Loucks (foreground) perform a collating job. They are pre-vocational workers with Tahoma Associates, based in Tacoma.


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Federal Way High School Students Visit Olympia

In February, I had the opportunity to host Federal Way High School students during their visit to the State Capitol. This picture was taken at the Rostrum on the floor of the House of Representatives — where the Speaker of the House presides over our legislative sessions. Although this year's session is over, and the Capitol will be closed for a long renovation project, **please feel free to call (360) 586-TOUR if you'd like to visit Olympia.**



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